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CABINET

26/07/2021 at 6.00 pm



Oldham
Council

Present: Councillor Shah (Chair)
Councillors Akhtar, Chadderton, Chauhan, Jabbar, Moores,
Mushtaq, Roberts and Stretton

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were two public questions received. The first question was submitted by Fakrul Choudhury

1. If the Council can endorse a secondary school that blatantly - albeit legally - discriminates against children because of their parents' beliefs, is there something wrong with 'Oldham's Approach to Equality'? Given that the evidence of religious selection in Oldham is to also indirectly disadvantage children on socio-economic grounds, why would Councillors responsible for some of the most deprived wards in the country approve this?

The Cabinet Member for Education and Skills responded.

1. The Council endorses schools that it feels can directly improve the life chances of pupils in the borough. Under current legislation the Council cannot open new local authority schools and must work with the free schools and academies programme which is approved and funded by the Department of Education. The DfE, as a matter of course, seek the Councils view on new schools proposals including proposed admission arrangements. Regarding the new secondary school for Oldham (the Brian Clarke Academy) the Council are satisfied that the Admissions Policy for that school is fair and equitable to pupils of all faiths and no faith. The Council feel that the Admissions arrangements for the new school will ensure all groups will have an equal opportunity to gain a place at that school, while respecting the right of school providers to promote a faith-based ethos, in line with current regulations.

The second question was submitted by Fair Schools for Oldham

2. Supporters of Fair Schools for Oldham have been encouraged to read 'Building a Fairer Oldham'. We note that the Council has an objective of 'working with partners and communities to make Oldham a fairer place for everyone'. Will the Council engage with our campaign as part of that commitment? How could this be progressed?

The Cabinet Member for Education and Skills responded.

2. The Council will engage with all partners and stakeholders and believes that all schools and academies in the borough, regardless of faith have a role to play in improving outcomes for children and young people. It is important that sufficient school places are available for all children and young people in Oldham and where new schools are required this is only achieved by engaging with the Department for Education and potential school providers, in the context of current legislation.

5 **MINUTES OF THE CABINET MEETING HELD 21ST JUNE 2021**

RESOLVED – That the minutes of the Cabinet meeting held on 21st June 2021 be approved.

6 **CLEAN STREETS**

The Cabinet gave consideration to a report of the Deputy Chief Executive, People and Place which outlined a renewed approach on community engagement in relation to fly tipping and littering and confirmed the investment and resources required in order to strengthen current street cleaning and enforcement activity.

It was reported that clean streets were a priority and the number of service requests to deal with littering and fly tipping had increased as behaviour patterns had changed during the pandemic and the suggested approach supported more focused District led interventions.

The proposal was to invigorate the service with additional resources to support and extend on current activity. A key element of the work going forward would be through community focused, co-operative activity in neighbourhoods led by local elected Members and the establishment of Environment Marshalls and Engagement Coordinators.

Further capacity would be provided including an increase of Dandy Men, and additional fly tipping clearance teams.

Options/alternatives considered

Option 1 – Not to increase capacity and work with current resources

Option 2 – To proceed with proposals outlined in Section 3 of the report.

RESOLVED – That option 2, to enhance operational capacity of street cleaning and enforcement by utilising Administration Priorities earmarked reserves activity be approved.

7 **CREATING A BETTER PLACE**

The Cabinet gave consideration to a report of the Deputy Chief Executive, People and Place which sought approval to formally accept new external funds to support delivery for various projects to proceed through to the next stage of delivery and for additional community engagement to take place in line with activities permitted under the Government's roadmap to recovery.

Members were provided with details of the Creating a Better Place programme update and project update, including

- Royton Town Hall
- Brownfield Housing Land Grant
- Spindles
- Strategic Asset Review
- Parking Permits

Options/alternatives considered
Considered at Item 18

RESOLVED – That the Cabinet would consider the commercially sensitive information as detailed at Item 18 of the agenda before making a decision.

8

OLDHAM'S APPROACH TO EQUALITY

The Cabinet gave consideration to a report of the Strategic Director of Communities and Reform which provided Members with how the Council currently meet its duties in respect of equality in Oldham as well as proposing the adoption of the new Equality Objectives and Equality, Diversity and Inclusion Strategy covering 2021-2025.

At Full Council in June 2020 a commitment was made to develop a new Equality, Diversity and Inclusion Strategy for Oldham Council.

The proposed strategy as detailed at appendix 1 to the report set out the Council's, commitment to progressing equality, diversity and human rights across the Borough. It outlined how the Council would eliminate unlawful discrimination, advance equality of opportunity and promote good relations between people regardless of age, disability, race, sex gender identity, religion or belief, sexual orientation, pregnancy or maternity, socio-economic and marital or civil partnership status.

Options/alternatives

Option 1 – To approve the Equality Objectives and Equality Strategy and recommend to Full Council for approval.

Option 2 – Not to approve the Equality Objectives and Equality Strategy.

RESOLVED – That:

1. The new Equality Objectives for 2021-2025 be approved
2. The proposed Equality, Diversity and Inclusion Strategy for 2021-2025 be endorsed and recommended to Full Council.

9

INTEGRATION OF HEALTH & CARE IN OLDHAM

The Cabinet gave consideration to a report of the Strategic Director of Commissioning which sought agreement for the Council to continue to be part of the health and care system by becoming a signatory of a formal integration agreement as preparations of the Health and Care Bill 2021 picked up considerable pace.

It was reported that Greater Manchester was working collectively to develop proposals for the redesign of the GM Health and Care System to ensure greater levels on integration. It was proposed, for Oldham that a model based on a legal integration

agreement overseen by a formal System Board (Oldham Health and Care System Board) supported by a Deliver Board.

The report provided further details of the proposals, seeking to ensure the Council continued to be a lead partner in the health and care system for the Borough.

Options/alternatives considered

Option 1 – The expectation is that all localities in Greater Manchester will wish to continue with authority, influence and control of their own locality resource allocation, strategy and outcomes for health and care and will develop their locality operating model. The proposed mechanism to describe the new partnership system was to be set out in an integration agreement with clear roles and responsibilities.

Option 2 – Not to continue in the participation in integration of health and care.

RESOLVED – To be involved in the establishment of a new Integrated Care Partnership for Oldham in anticipation of the changes to be brought forward in relation to health and care and to commit to the Integration Agreement as a full member.

10

PLACES FOR EVERYONE

The Cabinet gave consideration to a report of the Deputy Chief Executive, People and Place which sought approval of the Places for Everyone Publication Plan 2021: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for publication and submission to the Secretary of State for Housing, Communities and Local Government following the recommendation by Places for Everyone Joint Committee on 20 July 2021

A copy of the full Joint Committee report was available at Appendix 1.to the report.

Following approval by the nine districts, consultation on the Places for Everyone Publication Plan 2021 would commence not earlier than 9 August 2021 for a period of 8 weeks. When adopted, Places for Everyone would become part of the development plan for Oldham. It would replace parts of Oldham's Core Strategy and change the Proposals Map. A list of Core Strategy policies that would be replaced by Places for Everyone was contained at Appendix 2. To the report and a copy of the Places for Everyone Publication plan 2021 was contained at Appendix 3 and supporting documents were available on GMCA's website at

<https://www.greatermanchester@ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/>.

The report summarised the main components of the Places for Everyone Publication Plan 2021, what it meant for Oldham and implications for the review of Oldham's Local Plan.

Options/alternatives considered

Option 1 -

Members approve the Places for Everyone Publication Plan 2021 and supporting background documents for publication and submission to the Secretary of State for examination.

Option 2 – Members do not approve the Places for Everyone Publication Plan 2021 and supporting background documents

for publication and submission to the Secretary of State for examination as per the report recommendations above



Oldham
Council

RESOLVED – That

1. The Places for Everyone: Publication Plan 2021, including strategic site allocations and Green Belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for an 8 week period for representations to begin not earlier than 9 August 2021, be approved.
2. That authority be delegated to the Oldham Council Cabinet Member for Housing in consultation with the Deputy Chief Executive to approve the relevant Statement of 3 Common Ground(s) required pursuant to the National Planning Policy Framework 2019.
3. That the report is recommended to Council to Approve submission of the Places for Everyone Publication Plan 2021 to the Secretary of State for examination following the period for representations.

11

LOCAL DEVELOPMENT SCHEME 2021

The Cabinet gave consideration to a report of the Deputy Chief Executive, People and Place which sought approval of the update to and publication of the council's Local Development Scheme (LDS) 2021.

The council was required to prepare a Local Plan to ensure the Borough had an up-to-date and comprehensive planning framework to support the borough's economic, environmental and social objectives.

The Local Development Scheme (LDS) was the project plan for the Local Plan. It set out details and timetables about the planning documents we will prepare, including:

- Oldham's Local Plan (incorporating site allocations); and
- Places for Everyone Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan)

This update had been prepared to amend references from GMSF to Places for Everyone (PfE), reflect the revised timeline for PfE and the review of Oldham's Local Plan. This update ('Issue 12') was effective from 3 August 2021.

The Cabinet Member for Housing advised Cabinet that there was a slight amendment to the report and timetable. to amend the Places for Everyone Profile - Timetable (page 18) as follows:

- Examination – '2022/23' added
- Adoption – 'December 2022' deleted and replaced with '2023'

Reason: to ensure the Places for Everyone timetable aligns with that presented in the Places for Everyone Joint Committee report (paragraph 3.7) and agreed at the Places for Everyone Joint Committee on 20 July 2021.

Options/alternatives considered

Option 1 - To approve and publish the Local Development Scheme 2021. Advantages – updating the LDS means that people would have certainty over the timetable for preparing our planning documents; national planning guidance and legislation requires the preparation of a LDS and that it must be kept up to date. Disadvantages – there were no disadvantages to updating the LDS.

Option 2 - Not to approve and publish the Local Development Scheme 2021. Advantages – there are no advantages in not updating the LDS. Disadvantages – not approving the LDS means that people will have less certainty and confidence in our planning documents coming forward; not updating the LDS means the Council will not be in line with national planning guidance and legislation.

RESOLVED – That the Local Development Scheme 2021 be approved and published with effect from 3 August 2021.

12

STATEMENT OF COMMUNITY INVOLVEMENT 2021

The Cabinet gave consideration to a report of the Deputy Chief Executive, People and Place which sought approval to adopt the Statement of Community Involvement (SCI) 2021.

It was reported that the SCI set out how Oldham Council would involve the community in the preparation and the revision of planning policy such as the Local Plan, together with the consideration of planning applications.

This SCI is as per the adopted SCI 2020 version but with references to Greater Manchester Spatial Framework (GMSF) amended to refer to Places for Everyone Joint Development Plan Document.

An Equalities Impact Assessment was prepared to support the SCI 2020. Given the nature of the changes to this SCI 2021 it was considered that there was no need for a revised Equalities Impact Assessment as the only changes are in relation to altering references to GMSF to Places for Everyone Joint Development Plan Document.

Option/alternatives

Option 1 – Adopt the SCI 2021 and make it available to view alongside the EIA (2020). The advantage of this option was that the SCI will provide certainty to residents, developers and other key groups and organisations as to the consultation methods the council will use. It would also allow us to progress the Places for Everyone Joint Development Plan Document. There are no disadvantages to this option.

Option 2 – Not to adopt the SCI 2021 and make it available to view alongside the EIA (2020). There were no advantages to this option. The disadvantage will be that the SCI will not refer to Places for Everyone Joint Development Plan Document, which will not reflect the correct arrangements.

RESOLVED – That the Statement of Community Involvement be adopted and available to view alongside the Equality Impact Assessment (EIA) 2020.

13

GM CLEAN AIR FINAL PLAN

The Cabinet gave consideration to a report of the Deputy Chief Executive, People and Place which set out the proposed Greater Manchester Final Clean Air Plan and policy following a review of all of the information gathered through the GM CAP consultation and wider data, evidence and modelling work which is to be agreed by the ten Greater Manchester local authorities. In Greater Manchester, the ten GM local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM), collectively referred to as “GM”, had worked together to develop a Clean Air Plan to tackle NO₂ Exceedances at the Roadside, referred to as GM CAP. This report set out the progress made on the GM Clean Air Plan, the report was supported by the following documents which are proposed and subject to approval by the ten GM local authorities:

Appendix 1 – GM CAP Policy following Consultation

Appendix 2 – GM CAP Equality Impact Assessment following Consultation

Appendix 3 – AECOM Consultation Report

Appendix 4 – Response to the Consultation

Appendix 5 – Impacts of COVID-19 Report

Appendix 6 – Air Quality Modelling Report following Consultation and with COVID-19 impacts

Appendix 7 – Economic Implications of CAP following Consultation and with COVID-19 impacts

Appendix 8 – Update on Other Cities’ Clean Air Plans

Appendix 9 – Compliance with the Secretary of State’s Direction

Appendix 10 – Clean Air Zone, ANPR and Signage Locations

The proposed final GM Clean Air Plan set out final proposals for: the boundary, hours of operation, management of the scheme, discounts, exemptions and daily charges of a Clean Air Zone; the amount of supporting funds for each vehicle type; and other supporting measures.

The proposed final GM CAP policy, which was summarised in this report, and attached at Appendix 1. In relation to the Clean Air Zone (CAZ), it covered the operation and management of the GM CAZ. The anticipated implementation date of the charging CAZ was Monday 30 May 2022 when the charges would apply to non-compliant buses, HGVs, and Hackney Carriages and Private Hire Vehicles licensed outside of Greater Manchester. Non-compliant LGVs, minibuses and coaches, and GM-licensed Hackney Carriages and Private Hire Vehicles would be subject to the charges from 1 June 2023 when a temporary exemption expires.

The boundary of the CAZ would cover the whole of Greater Manchester excluding the strategic Road Network (SRN) which is managed by Highways England. The daily charges remain the same as at consultation. Lower charges would mean more people are likely to pay the charge, rather than upgrade their vehicle, which would impose costs onto businesses without delivering air quality benefits. Improved support to businesses is proposed to provide a better mitigation than lower charges. One such mitigation is extended temporary exemptions, which include all LGVs and minibuses, GM-licensed hackney carriages and Private Hire Vehicles (PHVs) and all coaches. These exemptions are now proposed to be in place until 31 May 2023.

Providing a full 12-month exemption, gives those with non-compliant vehicles more time to upgrade, alongside support funds to assist businesses, individuals and organisations to upgrade their non-compliant vehicles.

Feedback from the consultation and consideration of the impact of COVID-19 on Greater Manchester has been used to better understand the requirements of those businesses, individuals and organisations who most need the support to upgrade. It is therefore proposed to amend the support funds from those consulted upon. The final proposed policy increases the funding per vehicle for Private Hire Vehicles, coaches, HGVs and vans whilst remaining the same for other vehicle types. There are also more options for replacement and retrofit for hackney carriages, PHVs, minibuses and vans.

The proposed final GM Clean Air Plan did not include a Hardship Fund. Although feedback from the consultation and the impact of COVID-19 research found that further support was required for GM businesses, Government Ministers do not agree that a Hardship Fund is the best way to mitigate the impact of uncertainty due to the pandemic. Ministers cite other government schemes being available to address wider business impacts. However, Government have confirmed that they wish to ensure that Clean Air Funds can be adapted if necessary; and, that they will continue to work with GM to understand the situation, including the funding position, if the impacts prove to be more severe than forecast.

The proposed final GM Clean Air Plan also explains the next steps with the taxi charging infrastructure and the Try Before You Buy Hackney Carriage scheme. The changes within these schemes have been determined by the funding allocated to GM from Government as well as feedback from the consultation. This report summarises the Air Quality Modelling of the final CAP package, taking into account the impacts of COVID-19, which concludes that the proposed final Plan will achieve compliance with the legal limits for Nitrogen Dioxide within Greater Manchester in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction.

The report also sets out:

- the key findings of the consultation.
- highlights from the proposed GM Response to the consultation Report.
- the findings from the Impact of COVID-19 research, which looks at the potential impact of the COVID-19 pandemic and the potential economic and behavioural changes that may occur.
- the key findings of the GM CAP Equality Impact Assessment following consultation.
- the latest position on Government funding, an update on the bus retrofit fund and progress on the GM Clean Air Zone, including signage and governance.

Making the charging scheme is desirable to facilitate the achievement of the local transport policies of the 10 GM local authorities and the GMCA, in particular policy 8 of the 2040 Transport strategy. The GM CAP has been developed, in-line with the 2040 Transport Strategy principles and vision. The 2040

Strategy provides a long-term vision for transport provision in Greater Manchester, along with specific principles and targets for achieving that vision, to ensure that available resources are used to contribute to achieving the region's strategic transport objectives.



RESOLVED – That:

1. The progress of the Greater Manchester Clean Air Plan be noted.
2. The progress in the distribution of Bus Retrofit funding be noted.
3. Ministers' agreement to include the sections of the A628/A57 in Tameside which form part of the Strategic Road Network within the Greater Manchester's Clean Air Zone (CAZ) and their request for Tameside MBC, TfGM and Highways England to establish the most appropriate solution for the charging mechanism to be applied on this section of the Strategic Road Network (SRN) be noted.
4. The GM Clean Air Plan Policy, at Appendix 1 be approved noting that the policy outlined the boundary, discounts, exemptions, daily charges of the Clean Air Zone as well as the financial support packages offered towards upgrading to a compliant vehicle, including the eligibility criteria to be applied.
5. The Equalities Impact Assessment, as set out at Appendix 2 be agreed.
6. The AECOM Consultation Report, as set out at Appendix 3 be agreed.
7. The proposed Response to the Consultation at Appendix 4 which has been prepared by TfGM on behalf of the ten GM local authorities be agreed.
8. The Impacts of COVID-19 Report, as set out at Appendix 5 be agreed.
9. The Modelling report of the final CAP package, as set out at Appendix 6, and in particular that the modelling outputs of the final plan scheme show the achievement of compliance with the legal limits for Nitrogen Dioxide in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction be agreed.
10. The economic implications of the CAP Report, as set out at Appendix 7 be agreed.
11. The update on the GM Minimum Licensing Standards, set out in section 3.1, and in particular that licensing conditions will not be used to support delivery of the GM Clean Air Plan be noted.
12. A 6-week public consultation on the inclusion of motorhomes classified as MSP1 in the GM Clean Air Zone and on the inclusion of the A575 and A580 at Worsley commencing on 1 September 2021 and delegate authority to the Cabinet Member for Finance and Corporate Resources and the Deputy Chief Executive to approve the consultation materials be agreed.
13. The GM Clean Air Charging Authorities Committee has the authority to make the Charging Scheme Order which establishes the GM Charging Scheme in line with the agreed GM Clean Air Plan Policy be noted.

14. The GM Charging Authorities Committee has the authority to vary the Charging Scheme Order if this is established as the most appropriate charging mechanism to be applied on sections of the A628/A57 part of the Strategic Road Network (SRN) in Tameside be noted.
15. The Air Quality Administration Committee has the authority to agree the final form of the Operational Agreement for the Central Clean Air Service, and to authorise the making of the Agreement, on behalf of the ten GM local authorities be noted.
16. It be noted that the Air Quality Administration Committee has the authority to:
 - a. establish and distribute the funds set out in the agreed GM Clean Air Plan policy;
 - b. approve the assessment mechanism agreed with JAQU to ensure that Clean Air Funds can be adapted if necessary;
 - c. keep the use of the funds under review and to determine any changes in the amounts allocated to each and their use and
 - d. Monitor and evaluate the joint local charging scheme.
17. The reallocation of funding from the Try Before You Buy scheme to provide additional electric vehicle charging points dedicated for use by taxis be approved.
18. Authority be delegated to the GM Charging Authorities Committee the authority to determine the outcome of the consultation on both the inclusion of motorhomes classified as MSP1 within the scope of Clean Air Zone charges and on the inclusion in the GM Clean Air Zone of the A575 and A580 at Worsley following the conclusion of that consultation;
19. The Clean Air Zone ANPR and signage locations, as set out at Appendix 10 be approved.
20. A delegation to Deputy Chief Executive and the Member for Finance and Corporate Resources be agreed to approve the submission of the Interim Full Business Case if required and the Member for Finance and Corporate Resources and Deputy Chief Executive, the Full Business Case (FBC) to the Government's Joint Air Quality Unit to support the GM Clean Air Plan and any supplementary information to that Unit .

14

GM ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY (EVCI)

The Cabinet gave consideration to a report of the Deputy Chief Executive, People and Place which provided details of the Greater Manchester Electric Vehicle Charging Infrastructure Strategy that had been prepared by Transport for Greater Manchester in partnership with the 10 GM local authorities and other stakeholders as a sub-strategy of the GM2040 Transport Strategy. The document would be recommended to the July GMCA for approval and adoption.

The availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of Electric

Vehicles(EVs) in Greater Manchester. In order to support and accelerate the transition to EVs across GM it will be important to have the right type of Electric Vehicle Charging Infrastructure in the right locations to meet demand. The GM Electric Vehicle Charging Infrastructure (EVCI) Strategy aims to provide a clear vision, objectives and strategic principles to inform a plan for the delivery of public charging infrastructure across the city region. The Strategy included a series of strategic network principles that will guide the future expansion of the publicly-funded EVCI network and ensure it is: integrated, environmentally responsible, inclusive, well maintained and resilient, safe and secure, reliable, healthy and viable (ie not dependent on public subsidy). The Strategy identified priorities for public investment up to 2025 as being projects which will support the Clean Air Plan and GM 2038 net zero carbon ambitions by meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs and supporting those who would find it most difficult to transition to EVs due to home charging constraints.

Option 1 – To recommend approval.
Option 2 – Not to recommend approval.

RESOLVED – That the GM Electric Vehicle Charging Infrastructure Strategy be recommended for approval by the GM Combined Authority.

15

OPPORTUNITY AREA GRANT, YEAR 5, 2021-2022

The Cabinet gave consideration to a report of the Managing Director of Children and Young People which sought formal approval for the receipt of section 31 grant funding to resource the Opportunity Area programme, to agree that the grant payments would be ring-fenced locally to the Opportunity Area programme and to note and endorse the recommended spending priorities identified in the Opportunity Area Plan. Authorisation was also sought to delegate authority to agree all spending decisions related to the Opportunity Areas programme to the Director of Education, Skills and Early Years, after consultation with the Cabinet Member for Education and Skills and the Director of Finance, noting the role of the Opportunity Area Partnership Board in this process.

Oldham was one of twelve Opportunity Areas identified by the Department for Education (DfE), that have over the first 4 years of the programme received £90 million to boost opportunities for young people in these communities. The purpose of Opportunity Areas is improving social mobility, using education as a key driver to achieve this.

Oldham Opportunity Area had received approaching £8 million in funding from DfE in the first 4 years of the programme. In May 2021 the Minister confirmed that a further £1,339,000 will be available to the Oldham for year 5 of the programme Sept 21-Aug 22. The Oldham Opportunity Area year 5 plan details the spending priorities identified for Oldham for this period. This plan also included an additional £300,000 grant for the Early Identification of Autism project, and therefore projected expenditure within the plan totals £1.639m. It is important to note that in order to deliver the planned programme, some of the grant resource may be spent directly by the DfE rather than the

Council. Therefore, although Oldham will benefit from the full £1.639m, the Council will receive grant net of expenditure directly incurred by the DfE.

Option/alternatives considered
Considered at Item 19 of the agenda.



RESOLVED – That Cabinet would consider the commercially sensitive information contained at Item 19 before making a decision.

16

TO AUTHORISE AN EXTENSION TO DAY CARE SERVICES DELIVERED BY AGE UK FOR THE PERIOD OF 1ST JULY 21 TO 30TH JUNE 2022

The Cabinet gave consideration to a report of the Managing Director Health and Adult Social Care Community Services which sought approval to extend the day services contract provided by Age UK Oldham.

To authorise an extension to the day services contract provided by Age UK Oldham.

On 1st July 2019 the day care services contract was renewed with Age UK Oldham. The term of the contract was extended to 30th June 2021, with the option to extend for one additional year to 30th June 2022.

There was scope to extend the existing service for an additional 12 months to 30th June 2022. The report sought authority to exercise this extension.

Options/alternatives
Contained at Item 20 of the agenda.

RESOLVED – That the Cabinet would consider the commercially sensitive information contained at Item 20 before making a decision.

17

EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED that, in accordance with Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they contain exempt information under paragraphs 3 of Part 1 of Schedule 12A of the Act, and it would not, on balance, be in the public interest to disclose the reports.

18

CREATING A BETTER PLACE

The Cabinet gave consideration to the commercially sensitive information in relation to Item 7 – Creating a Better Place.

RESOLVED – That the recommendations contained within the report(s) be approved.

19

OPPORTUNITY AREA GRANT, YEAR 5, 2021-2022

The Cabinet gave consideration to the commercially sensitive information in relation to Item 15 – Opportunity Area Grant Year 5 of the agenda.

RESOLVED – That the recommendations contained within the report be approved.

TO AUTHORISE AN EXTENSION TO DAY CARE SERVICES DELIVERED BY AGE UK FOR THE PERIOD OF 1ST JULY 21 TO 30TH JUNE 2022

The Cabinet gave consideration to the commercially sensitive information in relation to Item 16- To authorise an extension to Day care services delivered by Age UK for the period of 1st July 21 to 30th June 2022.

RESOLVED – That the recommendations as contained within the report be approved.

The meeting started at 6.00pm and finished at 6.43pm

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